



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, P.M.R.
"PATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted); 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K.C. & MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	88 tons	Captain W. A. Valentine.
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"NANNING," 569 " " C. Butchart.

One of the above steamers leaves Caugou for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kunming, Kau-Kung, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.

Canton to Tak Hing, Single \$12.50. Return \$21.00.

Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

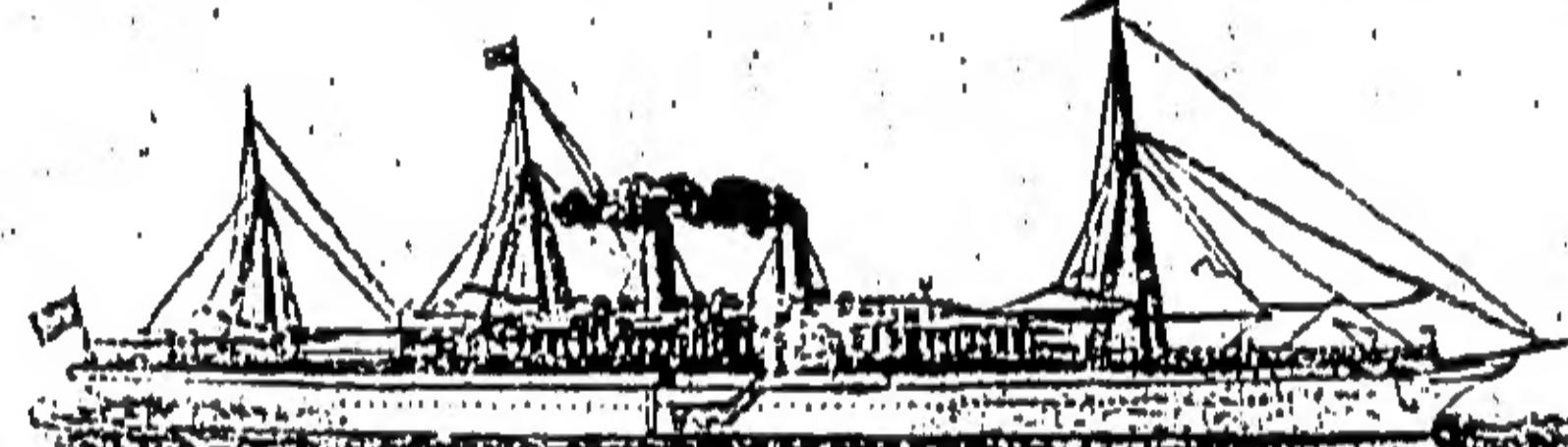
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel, Or. of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

Steamers. Tons. Commanders. Sailing Dates.  
R.M.S. "EMPEROR OF JAPAN" 6,000 H. Pybus, R.N.R. WEDNESDAY, 20th Sept.  
"EMPEROR OF CHINA" 6,000 R. Archibald, R.N.R. WEDNESDAY, 18th Oct.  
"ATHENIAN" 4,400 S. Robinson, R.N.R. WEDNESDAY, 1st Nov.  
"EMPEROR OF INDIA" 6,000 E. Beetham, R.N.R. WEDNESDAY, 19th Nov.  
"TARTAR" 4,350 W. Davies, R.N.R. WEDNESDAY, 29th Nov.  
Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.  
Hongkong to London, Intermediate class £40. " £42.  
Steamers, and 1st Class Rail

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to J. E. BROWN, General Agent, Hongkong, 13th September, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [to

## HAMBURG-AMERIKA LINIE.

## DEUTSCHES DIENST.

(Taking Cargo at through' Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

Steamers. DESTINATIONS. SAILING DATES.  
SCANDIA" 2,000 HAVRE, BREMEN AND HAMBURG. 22nd Sept. Freight and v. Döhrsen " (Calling at S'PORE, PENANG & COLOMBO) Passengers.  
SILESIA" 2,000 HAVRE AND HAMBURG. 4th October. Freight and Bahle " (Calling at S'PORE, PENANG & COLOMBO) Passengers.  
SUEVIA" 2,000 HAVRE, ANTWERP AND HAMBURG. 10th October. Freight. Knaisel " (Calling at S'PORE, PENANG & COLOMBO) Passengers.  
SLAVONIA" 2,000 HAVRE AND HAMBURG. 18th October. Freight and Röden " (Calling at S'PORE, PENANG & COLOMBO) Passengers.  
SEGOVIA" 2,000 HAVRE AND HAMBURG. 1st Nov. Freight. Schindfeldt " (Calling at S'PORE, PENANG & COLOMBO) Passengers.  
SENEGAMBIA" 2,000 HAVRE AND HAMBURG. 15th Nov. Freight. Jabung " (Calling at S'PORE, PENANG & COLOMBO) Passengers.  
VANDALIA" 2,000 NEW YORK VIA SUEZ. about Freight. Haase " with liberty to call at the Malabar coast. 5th October. Freight.  
Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidships. Lighted throughout by Electricity. Only qualified Doctors are carried.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1 Queen's Buildings. Hongkong, 7th September, 1905.

\* D. NOMA, TATTOOER,  
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

## STEAMERS.

ROON	SAILING DATES.
BAYERN	WEDNESDAY, 27th September.
ZIETEN	WEDNESDAY, 11th October.
PRINZESS ALICE	WEDNESDAY, 25th October.
SACHSEN	WEDNESDAY, 8th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 22nd November.
PRINZ HEINRICH	WEDNESDAY, 6th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.

ON WEDNESDAY, the 27th day of September, 1905, at Noon, the Steamship ROON, Capt. G. Mahrer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 25th September; Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

## STEAMERS.

WILLEHAD	TONS.	SAILING DATES.
PRINZ WALDEMAR	4,763	TUESDAY, 19th September.
PRINZ SIGISMUND	3,227	TUESDAY, 17th October.

ON TUESDAY, the 19th September, 1905, at Noon, the Steamship WILLEHAD, Capt. Ph. Oberauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR STEAMERS. STEAMER. ABOUT.

YOKOHAMA & KOBE	PRINZ WALDEMAR*	TUESDAY, 26th September.
SHANGHAI, NAGASAKI,	ZIETEN	WEDNESDAY, 27th September.
KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 11th October.

\* Reaching Yokohama in less than 6 days.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

## MELCHERS &amp; CO., AGENTS.

Hongkong, 13th September, 1905.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-KONGMOON-KAUKONG LINE.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG".

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip ..... \$12

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to BUTTERFIELD &

## Intimation.

**WM. POWELL,**  
LIMITED.

"ALEXANDRA  
BUILDINGS"

Des Vieux Road.

NEW  
DRESS  
FABRICS

for

AUTUMN WEAR.

HIGH GRADE  
FOOTWEAR.

DAINTY

LACE

COLLARS,  
SCARVES

and

JABOTS.

HIGH CLASS  
MILLINERY

At

Moderate Prices.

FIRST-CLASS

DRESS-  
MAKING

By

Experienced Fitters

from

London & Paris.

Wm. POWELL, Ltd.,  
HONG KONG

Hongkong, 13th September, 1905.

## Entertainment.

HONGKONG VOLUNTEER CORPS.  
GRAND PROMENADE CONCERT,  
on the  
VOLUNTEER PARADE GROUND,  
(Near Tramway Station),  
ON  
SATURDAY,  
September 16th, at 9.30 P.M.

Tickets ... ... ... \$2 and \$1.  
Can be obtained at the Volunteer Head Quartier,  
near the Hongkong Club,  
Hongkong, 9th September, 1905.

## Intimations.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.  
\$8.70 per Bag 250 lbs. net ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 7th March, 1905.

THE NEW FRENCH REMEDY  
TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Klein, Rothen, Joubert, Velpeau and others, combines all the deodorants to be found in a medicine of the tried, and surpasses everything hitherto

known in the treatment of dysentery, diarrhoea, and other diseases, especially those of the bowels, and is particularly effective in removing the effects of intestinal worms.

THE THERAPION No. 1 is a preparation of the best and most active salts, bitters, tonics and sweetening agents, and is especially useful in the cure of stricture, constipation, gout, rheumatism, and all diseases for which it has been too much in favour.

THE THERAPION No. 2 is a preparation of the best and most active salts, bitters, tonics and sweetening agents, and is especially useful in the cure of stricture, constipation, gout, rheumatism, and all diseases for which it has been too much in favour.

THE THERAPION No. 3 is a preparation of the best and most active salts, bitters, tonics and sweetening agents, and is especially useful in the cure of stricture, constipation, gout, rheumatism, and all diseases for which it has been too much in favour.

THE THERAPION No. 4 is sold by the principal Chemists and Merchants throughout the world. Price in England 10/- a box, and in America \$1.00 a box. Trade Mark, which is a facsimile of "THERAPION" as it appears on the British Government Stamp (white letters on a red ground) affixed to every package by order of His Majesty's Customs and Excise, and without which it is a forgery.

Sold by A. S. WATSON & CO., Limited,  
Hongkong, China and Manila.

[B]

GO TO  
WEISMANN'S  
FOR YOUR  
BREAD.  
THE ONLY  
EUROPEAN BAKERY  
IN THE COLONY.

Hongkong, 1st September, 1905.

## DERBY AND OAKS OF 1907

## THE ENTRIES.

The yearling entries for the Derby (colts and fillies) and for the Oaks (fillies) of 1907 have just closed, and the subjoined table will show how they compare with previous years:

YR	Derby	Oaks	St. Leger	Year	Derby	Oaks	St. Leger
1907	302	212	249	1903	302	227	211
1908	285	213	250	1904	284	212	211
1909	318	213	250	1905	263	213	203
1910	322	217	255	1906	218	not	closed.
1911	302	213	255	1907	310	207	not

Although the average of entries for the Derby has been pretty well maintained for the last ten years, it is a pity that the Jockey Club does not insist, as it has power to do, upon the value of that race being raised to £10,000 net for the winner, so that it might become the richest event of the year, instead of ranking as only the sixth. The Jockey Club should bring a like pressure to bear upon the race committee at Doncaster; for there is not a shilling given in the shape of added money to the St. Leger, which ought to be placed on an equal footing with the Derby. The authorities at Epsom and Doncaster can well afford to make this change, as they derive enormous profits from the racing; while it is certain that, if these prizes were of the guaranteed value of £10,000 each, the entries would become so large that the amount to be made up by the fund would not often be as large as it is at present.

The entries for the Derby, as will be seen, are a trifle fewer than they were for 1906, but the difference is not great. His Majesty, whose yearlings, it was erroneously reported, were to be sold at Newmarket, heads the list with five colts bred at Sandringham. Two of these are sons of Persimmon, while the three others are by St. Frusquin, St. Simon, and Isinglass. His Majesty sets a good example by naming all his yearlings; and Slim Lad, a son of St. Simon and Laudamia, should make a racehorse of repute, if pedigree is to account for anything. The two breeders who have taken the largest number of nominations, each with eight, are the Duke of Portland and Mr. Musker, the former having nominated four sons of St. Simon and two of the Australian sire Carbine, Mr. J. Robinson, whose yearlings are bred at Worksop and sold at Doncaster, has nominated half-a-dozen of them; while Mr. J. E. Platt, whose yearlings will be sold at Doncaster, for the last time, as his stud has been disposed of, has put in five, including a filly by Persimmon—Sea Sir. Lord Derby has also six nominations, all his six yearlings being of very fashionable origin; and a number of owners have taken four entries, including the Duke of Devonshire, Captain J. Greer, Mr. J. Gubbins, Major Eustace Loder, Lord Wolverton, and Lord Rosebery, the last-named of whom has a colt by Velasquez—Gae, who is half-brother to Cicero. The four yearlings bred by Sir Tatton Sykes at Sledmore are entered in the name of his relative, Mr. H. Cholmondeley, so that in the event of Sir Tatton's death the nominations should not become void. This is an argument the more for allowing nominations to be made transferable, and breeders would not be obliged to resort to these subterfuges to safeguard their interests. Two of the four are by Flying Fox, a third by Persimmon, and a fourth by Florizel II., and the filly by Flying Fox—Alteesa—is sure to excite much competition when put up for sale at Doncaster. Captain Treher has among his four a colt by Gallinule—The Message, own brother to that good two-year-old Olalume; while among the nominators of these each are the Duke of Westminster and Lord Falmouth. The former has among his three Flying Leap, a colt by Orme—Vampire, full brother to Flying Fox, and a colt, by St. Frusquin—Rydal Head; Lord Falmouth's entries include Lycons, a colt by Cyllene-Cereza. Sir Robert Jardine, who has purchased several high-class yearlings this summer, has nominated two of them for the Derby; and another owner with two nominations is Mr. Leopold Rothschild, who has entered Chunchuse, a colt by Galleazzo—Blinde; and Chunchuse, by Galeazzo—Uifica. Several well-known owners are content with a single nomination, among them being Lord Zetland, whose name had been missing for several seasons. His return to the Turf would be much appreciated; and it is to be hoped that the colt by Carbine—Galipper will do credit to his owner. Very few French yearlings have entered, and M. Edmond Blanc has not taken a single nomination, though it might have been expected that he would put several of Flying Fox's progeny in both the Derby and the Oaks.

The entries for the latter race, which have not fallen so low for many years, are also headed by the King, his Majesty having nominated Victoria, by St. Simon—Meadow Chat, full sister in blood to Head and Chatworth; Alexandra, by Persimmon—Ambleside; and O'Sella, by Orme—Tecila. The two owners who have taken the most nominations for the Oaks are Mr. Arthur James and Mr. J. Simons Harrison, each with five; the latter sending his filies to be sold at Doncaster. The owners and breeders who have entered four fillies in the Oaks are Lord Derby, the Duke of Devonshire, the Duke of Portland, Mr. J. Musker, and Mr. Reid Walker, while those with three entries include Mr. W. Hall Walker, M.R., Major Eustace Loder, Sir Robert Jardine, and Mr. H. Cholmondeley. One of the trio entered by Major Loder is a sister of Pretty Polly, by Gallinule—Administrator, and it is rather surprising that she was not entered for the Derby. Mr. Cholmondeley's three nominations include the filly by Flying Fox—Alteesa and the filly by Florizel II.—Game Chick, which are also in the Derby; and among the owners and breeders who have taken two nominations are the Duke of Westminster, Lord Wolverton, Lord Rosebery, Mr. Leopold Rothschild, Lord Croggan, Lord Durban, Lord Dunraven, Lord Howard de Walden, Lord Falmouth, Mrs. Langtry, Sir Edgar Vincent, M.P., and Sir John Thurby. Sir James Miller has also two nominations, one of them being Roquette, a half-sister to Rock Sand; while the name of Lord Dalmeny appears for the first time among the nominators for any of the "classic" races.

NOT RESPONSIBLE FOR DEBTS.

N EITHER THE CAPTAIN, THE AGENTS NOR

THE OWNERS WILL BE RESPONSIBLE

FOR ANY DEBTS CONTRACTED BY THE

Crews OF THE FOLLOWING VESSEL DURING HER

STAY IN HONGKONG.

CHURCHILL, American 4-masted schooner,

Capts. Huffman & Master.

## Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNERS.

S.S. "BENLAWERS,"

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf, and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY, 11th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents:

Hongkong, 11th September, 1905.

[917]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNNEES.

THE S.S. "SIKH,"

FROM MIDDLESBOROUGH AND

LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents:

Hongkong, 10th September, 1905.

[914]

NOTICE TO CONSIGNNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 13th instant, will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

DAVID SASOON & CO., LIMITED,

Agents:

Hongkong, 11th September, 1905.

[916]

NOTICE TO CONSIGNNEES.

THE P. & O. S. N. C. Steamship

"SIMLA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. India and Persia.

From Australia, ex S.S. Moldavia.

From Calcutta, ex S.S. Manila.

From Persian Gulf, ex H.I.S.N. and H. & P. S. N. Co.'s Steamers.



## THE LEGRAMS.

[Reuter's.]

**The Earthquake in Italy.**London, 11th September.  
The Minister for Public Works has pro-

ceeded to Calabria in a relief train.

The country is described as one vast cemetery; villages wiped out; putrefying corpses littering the ground, and a demented population mobbing the trains and clamouring for help. Great fissures are visible for miles.

[Calabria is a promontory and province of Naples, forming the foot and southern extremity of Italy. In 1863, a great part of the province, as well as Sicily, was destroyed by one of the most terrible earthquakes on record: besides the destruction of many towns, villages, and farms, above 60,000 people perished by this calamity.—Ed., H.K.T.]

**The Russians in Manchuria.**

There is great jubilation among the Russians in Manchuria at the announcement of peace.

President Roosevelt is everywhere toasted.

The soldiers are apprehensive of the situation at home and prefer to remain in Manchuria.

**The Irish Land Purchase.**

Mr. Long announces that the Treasury has agreed to provide an additional £12,000,000 by the end of 1906 for Irish land purchase.

## The St. Leger Stakes.

Later.

All M. Blanc's horses have been scratched for the St. Leger.

At the time the last mail left home a number of opinions were being offered concerning the race, and it was suggested that Val d'Or would be M. Edmond Blanc's hope for the third of our great classic three-year-old events. There was small doubt in many minds that the French owner could win the Leger with whichever he liked to send, the Eclipse winner's Jard. The hope of England seemed to be centred in Cherry Lass which was going on well in her preparation for the great autumn event which is run off to-day.—Ed., H.K.T.]

**American-Japanese Commercial Alliance.**

An economic-commercial alliance between America and Japan is predicted in well-informed quarters.

**Accident on the New York Elevated.**

A crowded car on the New York Elevated Railway being derailed fell into the street killing ten and injuring thirty.

**MURDER IN SINGAPORE.**

A MYSTERIOUS STORY.

The recent tragedy which was disclosed at Tanglin Barracks when the dead body of Private J. Short of A. Company was discovered in the Regimental Swimming Baths has been for some time shrouded in mystery, but the facts are so important and the matter one which it appears is so desirable should be made public, that the information as supplied to us (*Singapore Free Press* of 7th Inst.) from an especially reliable source is here given.

It may be remembered that Short, who was a good behaviour man and had a permanent all night pass to stay in town if he so desired, was met on the night of Friday, July 29, by some military police in Middle Rd about half past eight o'clock. He volunteered the information that he was going back to barracks at once, but at reveille next day he was absent and was found as stated dead in the baths. It appears that the only thing missing from his quarters was his cap, and it was through this he was eventually traced. He had on leaving barracks a certain sum of money in his possession, and it is known that he went to a certain place near Middle Rd in a rikisha, and the original supposition was that the coolie had murdered him for the sake of this money.

An extraordinary discovery was made shortly after however in the barracks. The charred and half burned wreck of a rikisha was found hidden away in a secluded spot. It was apparent that someone had for some reason attempted to destroy the rikisha and the discovery led to the unearthing by the police of the coolie. Thus far there was nothing to suggest more than an ordinary crime, but the fading of the coolie led to the unfolding of an astounding story.

It is affirmed that this rikisha was hired by a man at a certain second class hotel in the early hours of the 29th, and that this man got in with a body, and ordered the coolie to go to Tanglin. Here he is supposed to have deposited his burden in the baths and to have endeavoured to destroy the rikisha by burning it. From this point it is necessary to go back to the arrival in Singapore of a certain man and woman. The man is said to be an Australian engaged in pearl-fishing or some similar occupation and the woman passed as his wife. It is alleged that when staying at the Hotel previously indicated, the couple quarrelled violently, and the man arranged to pay her passage back to Australia. She refused to go, however, and the pair parted. It is then alleged that the soldier Short appeared on the scene in response to summons from the woman, and it was whilst they were together that the man caught them, and, so it is stated, murdered the soldier by striking him on the back of the head. He then managed by extraordinary skill to carry the dead body from the hotel without disturbing the authorities, and conveyed his ghastly burden from the hotel to Tanglin in the rikisha, a long journey. What happened then has been already detailed. The man, we understand, is still in hiding, but is said to be well-known to the police. A special jury was convened by the Coroner in this case but nothing was made public as to the verdict arrived at them.

The reward offered by the police for information which would lead to the arrest of the persons concerned in the death of Mr. Short has been increased to £100.

## THE U.S. "YING KING" V. KOPILLOWS.

## A CLAIM FOR WORK DONE.

In Summary Jurisdiction, at the Supreme Court, this morning, the hearing was continued before the Justice Judge, of the action in which the Ngai Lum firm of brass and iron founders, Yau Ma Tei, sued the Kwong Tak Cheong firm of shipbuilders, of Praya East, for \$457.17, being balance due for work done and materials supplied.

Mr. P. W. Goldring, of Bruton, Hertfordshire, appeared for plaintiffs, and Mr. C. E. Beavis, of Wilkinson and Grist, represented the defendants.

At the outset Mr. Goldring said that the other side had already admitted his claim, and it was now a matter of set-off which, if his Honour held was good, would be questioned to say as far as concerned.

Chinese labourers for countries other than America shall have the right to pass through the United States subject to the regulations of the nation.

American possessions being different from America proper, Chinese labourers may be admitted into the Hawaiian Islands and Philippines as subjects of other Eastern nations. Chinese subjects other than labourers shall be admitted into and permitted to reside in this country provided that certificates are furnished them.

All Chinese subjects who, wish to enter America having proper securities shall not be detained or imprisoned. When officials desire to inquire into the rights granted to Chinese subjects in reference to their admission, said subjects shall be allowed to secure for themselves representatives. The right to appeal from the ruling of the officials is granted.

Where Chinese have no authority to enter, officials have power to grant entrance or passage through the country. Chinese in America shall be unmolested as long as they are law-abiding and none shall be arrested without a warrant.

Chinese, excepting labourers, permanent or transient, shall have the privilege of bringing families to this country if they present proper certificates. Chinese may not become citizens of the United States. The United States and China have a right to register Americans and Chinese in their respective countries. Disagreements in interpretations of the treaty are to be referred to The Hague or arbitrators elected with the sanction of both countries.

The treaty is to be effective for ten years. A year's notice is necessary to abrogate.

## THE P. M. S. S. "SIBERIA"

## MAKES A RECORD PASSAGE.

The P. M. S. Siberia arrived Yokohama on the 21st ult., after making a record trans-Pacific passage by the Honolulu route. Her arrival caused a great deal of comment as she was not scheduled to appear in the Harbour until Sunday, and inquiry elicited the fact that not only had her passage been unusually speedy but it had broken all previous records. Good as her performance was, it might have been even better but for a delay at Honolulu which caused her to go easily to the Midway Islands, as it is desirable to approach these islands in daylight as they are very low and consequently a danger at night. To approach thus it was necessary to go from Honolulu at a reduced speed. Even with this drawback the actual steaming time was only thirteen days, seven hours. From San Francisco to Honolulu the trip was done in 4 days, 10 hours, 21 mins., which beats the record made by the Korea of 4 days, 23 hours, 15 mins. The Siberia, too, was heavily laden on leaving San Francisco, her draught to Honolulu being 29 feet. At some stages of the journey she did 22 knots and in the last two days she was doing 21 knots against a strong current. From San Francisco to Honolulu her daily runs were, 381, 438, 445, 455, and 367, the last bringing her into port. From the Midway Islands her runs were 397, 442, 441, 429, and 452, 96 being run to bring her to port on the last day. The route via Honolulu is 6,039 miles as against 4,525 miles direct. The record for the direct route is held by the Korea which did it in 10 days, 15 hours, 15 minutes. The time usually occupied by the journey via Honolulu is sixteen days.

The passage was a most smooth one and was most pleasant.

There was a great deal of social activity on board; two balls were given in addition to the usual forms of steamer recreation, and a newspaper, called the *Siberia Daily News*, was published. The contents of this journal were very amusing, but after leaving the Midway Islands the publishers were, by the courtesy of the Cable authorities, enabled to publish broadside cables of general news. As many of the messages referred to the price negotiations they were read with great interest. The money realised by the sale of these papers was voted to the Seamen's Institute in San Francisco. The printing was done by hectograph.

The passenger list included a number of nobilities. Mr. E. H. Harriman, family and party were on board. Mr. Harriman is the President of the Pacific Mail Steamship Company and of the Union Railroad and the Southern Pacific Railroad. Mr. Goeler, the millionaire, and Mrs. Goeler were of his party. Mr. R. P. Scherzer was also on board. Mr. Scherzer is the Vice-President and General Manager of the Pacific Mail Co., President of the O. &amp; O. Co., President and General Manager of the San Francisco and Portland S. S. Co., and President of the Portland and Asiatic. Mrs. B. C. Howard and Miss Howard were also among the passengers.

An interesting event on the trip was that at the Midway Islands Mr. Harriman's party went ashore and immediately opened up cable communication with San Francisco and New York, receiving the replies whilst they were there. In one case the reply came within twenty minutes.

Captain J. Tremain Smith is to be congratulated on a trip which was in every way so excellent and satisfactory.

## NEW EXCLUSION TREATY.

## PROVISIONS OUTLINED.

In the editorial in this issue allusion is made to the proposed new treaty on the immigration question as set forth by the Chinese Government. By the American mail to hand yesterday, we received a copy of the text of the treaty, the provisions of which are outlined as follows:

After the date of signing the treaty, labourers of each country shall be excluded from the other, labourers being miners, hawkers, washermen, fishers who salt or dry fish for export or local trade. Americans or Chinese not labourers are not within the restriction. The treaty is not retroactive, provisions being made for labourers to return to their native countries, certificates being furnished.

Chinese labourers for countries other than America shall have the right to pass through the United States subject to the regulations of the nation.

American possessions being different from America proper, Chinese labourers may be admitted into the Hawaiian Islands and Philippines as subjects of other Eastern nations. Chinese subjects other than labourers shall be admitted into and permitted to reside in this country provided that certificates are furnished them.

All Chinese subjects who, wish to enter America having proper securities shall not be detained or imprisoned. When officials desire to inquire into the rights granted to Chinese subjects in reference to their admission, said subjects shall be allowed to secure for themselves representatives. The right to appeal from the ruling of the officials is granted.

Where Chinese have no authority to enter, officials have power to grant entrance or passage through the country. Chinese in America shall be unmolested as long as they are law-abiding and none shall be arrested without a warrant.

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The treaty is to be effective for ten years. A year's notice is necessary to abrogate.

## CANTON TEA MARKET.

## [From Our Correspondent]

Canton, 11th September.

Since last writing you on the state of the tea market here only about 4,000 boxes, of 20 lbs. each, have been settled for shipment no later than Wednesday next. The stock in hand is about 10,000 boxes. Only the best tea are required for, and very little business is doing. So far no wire has been received from England concerning the first shipment, and until this comes to hand it is doubtful if there will be any further settlements.

## BOARDING-HOUSE LAW.

According to papers to hand from home, the Court of Appeal has delivered an important and, as it will be generally thought, salutary judgment on the liability of boarding-house keepers. It has been assumed for a number of years that the proprietor of a boarding-house had nothing like an inn-keeper's responsibility for the property of his guests—that, as Mr. Justice Darling put it in a lower court, there must be "misfeasance" as well as negligence before a claim for damages could be entertained against him. The Master of the Rolls and his colleagues have now given the law, an interpretation which is more in accordance with the actual conditions and relations of boarding-house life. The security of the premises, the honesty of servants, and the character of the inmates admitted are all under the control of the proprietor, who, in offering accommodation to persons and property, is naturally assumed to provide the safeguards of an ordinary householder over his effects. The Court of Appeal lays it down that "reasonable care" must be exercised by a boarding-house keeper against the robbery of his guests, and that he is liable to pay compensation if the latter should sustain loss through his negligence.

We have not heard that the Equitable's policyholders are dying more rapidly than usual, or that the Company is less able or willing than before to meet its liabilities.

Remarks of this kind emanating from an insurance authority, and being exactly correct, deserve attention and acceptance.

Policyholders are as fully secured while their interests are better protected than they were before the publication of the newspaper reports now dealt with.

Hongkong, 13th September, 1905. [93]

## OPIUM QUOTATIONS.

To-day's quotations are as follows:

	Per picul
Wain New	@ 1,105/1,120
" Old	@ 1,192/1,200
" Older	@ 1,240/1,250
" Oldest	@ 1,310/1,330

Per chest

Wain New @ 1,027

" Old @ 1,05

Denars @ 1,015

" Old @ 1,040

Per ctn. @ 1,040

## Intimations.

## SPECIAL SALE

AT

## ROBINSON'S

OF

## PIANOS, PIANOLAS,

## MUSIC AND MUSICAL

INSTRUMENTS

OF ALL KINDS

## PREVIOUS TO REMOVAL.

The following Pianos are thoroughly sound

and reliable, and are

## GUARANTEED

FOR THE CLIMATE.

Intending buyers should not miss this

most favourable opportunity of securing one of these Great Bargains.

## UPRIGHT PIANOS

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

## "CATHERINE APCAR."

Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 19th instant, at 3 P.M.

## For Freight or Passage, apply to

## DAVID SASOON &amp; CO., LIMITED,

Agents.

Hongkong, 13th September, 1905. [916]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &amp;c.)

## THE Steamship

## "AUSTRALIAN."

Captain McArthur, will be despatched for the above Ports, on WEDNESDAY, the 4th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

## For Freight or Passage, apply to

## GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 13th September, 1905. [925]

## NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "BAYERN"

having arrived, Consignees of Cargo

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	" KAISOW "	14th September.
GLASGOW and LIVERPOOL	" DIOMED "	15th "
GLASGOW and LIVERPOOL	" DARDANUS "	21st "
GLASGOW and LIVERPOOL	" TYDEUS "	26th "
GLASGOW and LIVERPOOL	" CHINGWO "	26th "
GLASGOW and LIVERPOOL	" KINTUCK "	5th October.

S.S. "Diomed" left Singapore at daylight on the 10th inst., and is due here on the 15th.

## HOMEWARD.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES, & L'POOL	" ACHILLES "	20th September.
LONDON, AMSTERDAM & ANTWERP	" ANTEMOR "	26th "
LONDON, AMSTERDAM & ANTWERP	" ALGINOUS "	10th October.
GENOA, MARSEILLES, & L'POOL	" AGAMEMNON "	20th "
LONDON, AMSTERDAM & ANTWERP	" DIOMED "	24th "

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILROAD CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, VANCOUVER, SEATTLE, TACOMA, and all PACIFIC COAST	" TYDEUS "	1st October.
PORTS, via NAGASAKI, KOBE and YOKOHAMA	" PING SUEY "	1st November.

## WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and the PACIFIC COAST	" YANGTSZE "	28th September.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 12th September, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	" TEAN "	19th September.
SHANGHAI	" SHAOHSING "	19th "
CEBU and ILOILO	" KAIFONG "	22nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	" CHANGSHA "	23rd "
YOKOHAMA and KOBE	" CHINGTU "	23rd "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 13th September, 1905.

## HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	A. H. Notley...	MANILA	SATURDAY, 16th Sept., at Noon.
ZAFIRO.....	2540	R. Rodger .....	"	SATURDAY, 23rd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 9th September, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	" YUNNSANG "	FRIDAY, 13th Sept., 4 P.M.
SANDAKAN	" MAUSANG "	SATURDAY, 16th Sept., 2 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawao, Kudat, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 13th September, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
" NICOMEDIA "	...1,370	Wengemann	September 26th, 1905.
" NUMANTIA "	...1,370	Feldtmann	October 14th, "
" ARABIA "	...4,483	Menzenthin	November 9th, "
" ARAGONIA "	...5,108	Ernst	"

The S.S. "Nicomedea" left Portland on August 17th, and is expected to arrive here on or about September 16th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

(2) S. SILVERSTONE, Acting General Agent.

## "SHIRE" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

THE Steamship

" RADNORSHIRE" will be despatched for the above Ports, on or about the 20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO., Agents "Shire" Line.

Hongkong, 9th September, 1905.

## Intimations.

## JUST LANDED.

## STATIONERY! STATIONERY! STATIONERY!

FANCY BOXES OF NOTE PAPERS and ENVELOPES of the latest design.

## AND ALSO

A large variety of Ordinary Papers and Envelopes, now on show.

PRICE VERY MODERATE.

H. RUTTONJEE,

No. 5, D'Aguilar Street, Hongkong, 29th August, 1905.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph.

They are warned against paying more than TWENTY CENTS (to circ.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1905.

## AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAIRN ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that the will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 29th August, 1905.

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Hongkong, 10th September, 1905.

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Hongkong, 10th September, 1905.

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Hongkong, 10th September, 1905.

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Hongkong, 10th September, 1905.

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Hongkong, 10th September, 1905.

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Hongkong, 10th September, 1905.

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Hongkong, 10th September, 1905.

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Hongkong, 10th September, 1905.

illation. That the industry is a lucrative one is proved from the fact that Dhonda Ram's firm alone uses from 50 to 60 lakhs of flowers and manufactures about 10,000 bottles of rose-water of all kinds during the season. There are also other firms of the same kind in Ghazipur and altogether 150 lakhs of flowers are used during the season, of which two-thirds go towards the distillation of water and the rest towards that of attar.

The process for the manufacture of attar is even more crude than that of distillation of water. This article is manufactured by quite an Indian method. A quantity of sandalwood oil is put in a receiver in which rose-water is allowed to distill from a retort. The sandalwood oil absorbs the volatile oil from the rose-water and the latter is then drained off through a stopcock placed in the bottom of the receiver. The first distillation is from 5,000 flowers for each 24 bottles of water or each bhapka, as it is technically called. During the next distillation the quantity of flowers is increased to 10,000 and the water is, therefore, comparatively stronger and has more oil in it. The process is repeated till a lakh of flowers has been used, and the fluid becomes fully charged with the oil of the rose. It is now a thick mixture of oil and water, the former floating on the surface. The oil is then collected by the hand in cups and the water is left in the receiver. When brought out the oil is very thick and impure. It is then allowed to settle down and the clear liquid drained off. The quantity yielded is one tota for each jocca flowers used. For purposes of commerce it is further diluted with more sandalwood oil. The pure article sells about Rs. 20 per tota or Rs. 50 per ounce, and has a very strong smell of the rose and is in great demand in native society. The way in which the oil is collected and purified is very crude. During both these processes a large quantity is necessarily wasted and could be saved by better methods of collection and filtration. The latter should not be very expensive, but the manufacturer seldom cares to go beyond his beaten tracks for fear of incurring loss. The last process is that of extracting the rukh (essence) of roses. This is done from the distilled water. At each distillation the number of flowers, added to the liquid, is increased from 5,000 to 10,000 and upwards in arithmetical progression, till the liquid is found to contain the full quantity of oil it is expected to yield. No sandalwood oil is here used and the essence or rukh is, therefore, of rose "par excellence." The oil which floats on the water is, however, not capable of being taken out till it has settled, and for this purpose the receivers are placed at night in the open air with a layer of saltpeper underneath. The cold turns the oil into jelly, which is removed by sponges. Each batch of flowers is said to yield five seers of attar of the best quality, distilled with sandalwood oil, but only 12 tota of "ruk." The latter is purified by allowing it to settle, and the liquid is then as clear as the one made with the oil of sandalwood. Its smell is very powerful and exquisite, and will, I think, be found to be equal, if not superior, strength to even the best oil in the rest of Europe. The water that is left in the receiver has still a large quantity of the oil in it and sells dear. The method of cooling and filtration admits of much improvement through the employment of other appliances of modern times, and the outcome will be greater. Those of us who are fond of using imported scents of little value, paying fanciful prices for small bottles put up in showy cases with showy labels, might well patronise their own Indian perfumes. If they do so, the quality will soon be improved. The Indian manufacturer does not yet know the art of advertising his ware.

## THE ECLIPSE.

## A WONDERFUL SPECTACLE.

(BY AN ASTRONOMER.)

A total eclipse of the sun is one of the most majestic sights in nature and one that once seen can never be forgotten. The last in the United Kingdom took place as long ago as 1724, and there will not be another till 1927. Astronomers and others who wish to observe a total eclipse have therefore to journey to that part of the world where the small, round black shadow of the moon creeps across the surface of the earth.

Few people nowadays require to be reminded that a solar eclipse occurs when the moon in her orbit passes between the sun and the earth. Both sun and moon are of the same apparent size but there are times when the moon looks decidedly the larger. At those times the moon chance to pass exactly between the earth and the sun, a total solar eclipse visible at those portions of the earth within the shadow track to which we alluded above, and a partial eclipse is visible to persons along a broad strip on either side of the shadow track.

But what is it (the reader will ask) that constitutes the grandeur of a total eclipse of the sun? Well, first of all there's the gradual mysterious blotting out of the orb of day—the increasing stillness—deepening gloom—the weird atmospheric effects—the sky growing darker and darker until the planets and the brighter stars appear. Then above all there is the sudden blotting out of the sun, and at the same instant the revelation of its outer atmosphere, the glorious corona which is wholly invisible under ordinary circumstances. It is the visibility of this corona and the details of the sun's chromosphere, as it is called, that lead to solar eclipses.

## SUCH SUPREME INTEREST

in the eyes of astronomers, who are compelled to make and complete their observations within the few short minutes covered by totality. Important, however, as is the work they do, it may be said with truth that the intelligent nonscientist who maintains a general watch obtains a far better idea of the eclipse as a spectacle than the well equipped astronomer absorbed in one particular operation and oblivious to everything else.

Returning now to the total eclipse of August 20th of this year, we find, on referring to the map, that it begins in Labrador, and that the shadow track crosses the Atlantic to the north coast of Spain, thence across to the Balearic Islands and on to Algiers and Tunis, terminating at length in Africa. The scientist has, therefore, the choice of places whence to repair and make his observations.

Labrador is not likely to tempt him though there are enthusiastic Americans who will certainly be found in those inhospitable regions. But when it comes to Spain and the Mediterranean the case is different: the eclipse is brought, as it were, to our very doors.

On the north coast of Spain the little port of Gijon happens to be well within the shadow track. Coruna, again, is just within its margin, and at the neighbouring town of Ferrol totality will last nearly three minutes.

The next place we have to refer to is the one that will probably be the favourite, viz. the ancient city of Burgos, with its fine cathedral. Steamers can be taken to Bordeaux, and Burgos can be reached from there by the south express, or bad sailors may cross the Channel, thence to Paris, to proceed direct to Burgos by the same fast train. It is in the neighbourhood of Burgos that a number of the eclipses

parties, both British and foreign, will have their camps.

On the east coast of Spain Valencia is in the shadow track; it can be reached by rail from Barcelona. Tours, &c., being arranged to Algiers and the Balearic Isles.

The question naturally arises—is the eclipse certain to be seen? Answer absolutely certain if the sky be clear, and the chances at that period of the year are very favourable. But even if the sky be veiled, the atmospheric effects will probably be well worth the seeing. Nor need the stay at home reader be altogether disappointed. To him the eclipse will be but partial, and the bulk of its magnificence will be lost. But even then it is the largest eclipse that can be seen in these islands till 1912. Eight-tenths of the sun's disc will be obscured next August in the south of England, and at the time of greatest phase our glorious luminary will present the curious appearance of a crescent like the new moon, with the hollow part towards the earth.

## THE SOLAR CORONA, 1878.

The Corona is wholly invisible under ordinary circumstances, and it is this spectacle which lends to solar eclipses such supreme scientific interest.—*Ex.*

## NOTES.

*Bayern*, Ger. ss., 3,128, H. Formes, 12th Sept., Bremen and Aug., and Singapore, 8th Sept., Mails and Gen.—M. & Co.

*Phra Nang*, Ger. ss., 1,021, F. v. Mangelsdorff, 12th Sept.; Kuching 26th Sept., Rice, B. & S.

*Hanol*, Fr. ss., 739, P. N. Merle, 12th Sept., Hoichow 11th Sept., Cattle, Pigs and Gen.—A. R. M.

*Kwangtze*, Ch. ss., 1,468, R. Lincoln, 12th Sept., Shanghai 9th Sept., Gen.—C. M. S. N. Co.

*Tholm*, Nor. ss., 1,187, I. Jager, 12th Sept., Wakamatsu 6th Sept., Coats.—M. B. K.

*Haching*, Br. ss., 1,267, A. E. Hodgins, 12th Sept., Foochow via Amoy and Swatow 11th Sept., Gen.—D. L. & Co.

*Canda*, Br. ss., 4,105, O. Jones, R.N.R., 13th Sept., Foochow 4th Sept., Gen.—P. & O. N. Co.

*Clara Jebens*, Ger. ss., 1,103, F. Bendixen, 13th Sept., Swatow 12th Sept., Gen.—O. N. K.

Closers at the Harbour Office.

*Fritsch*, for Swatow, Bayern, for Shanghai, Hué, for Quong-chow-wan, Tatar, for Shanghai, Highlander, for Singapore, Tholm, for Canton, Hesch Ito, for Shanghai.

## Departure.

Sept. 13.

*Preussen*, for Europe. *Bayern*, for Shanghai, &c. *Tatar*, for Vancouver. *Glenalleck*, for Amy. *Pakhoi*, for Singapore. *Fritsch*, for Swatow. *Montana*, for Manila. *Chowsang*, for Canton. *Kuangtze*, for Shanghai. *Sikh*, for Shanghai. *Hesch Ito*, for Shanghai. *Tholm*, for Canton.

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atlats.

**MESSAGERIES  
MARITIMES**  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEN,  
EVERT, MARSEILLES,  
LONDON, HAVRE, BOR-

DEAUX, MEDITERRANEAN AND BLACK SEA  
PORTS.

The S.S. "ERNEST SIMONS,"  
Captain Allard, will be despatched for  
MARSEILLES on TUESDAY, the 19th  
September, at 1 P.M.

This Steamer connects at Colombo with the  
Australian line as "Dumba" bound for Mar-  
seilles via Bombay and Aden.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. POLYNESIEN ..... 3rd October.  
S.S. CALEDONIEN ..... 17th October.  
S.S. OCEANIEN ..... 31st October.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 6th September, 1905. [69]

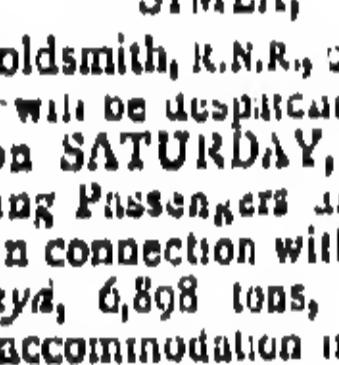


**THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BALAIVI,  
PERSIAN GULF, CONTINENTAL, AMER-  
ICAN AND SOUTH AFRICAN PORTS.)

THE P. & O. Steamship



"SIMLA,"  
Capt. C. D. Goldsmith, R.N.R., carrying the Mu-  
juski's mauls, will be despatched from this for  
BOMBAY, on SATURDAY, the 23rd Sept.,  
at Noon, taking Passengers and cargo for  
above Ports in connection with the Company's  
S.S. Himalaya, 6,898 tons, from Colombo.  
Passenger's accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be shipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the K.M.S. Arabia,  
due in London on the 4th November.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to



L. S. LEWIS,  
Acting Superintendent.

Hongkong, 9th September, 1905. [72]

**NORTHERN PACIFIC LINE.**

**BOSTON STEAMSHIP COMPANY.**

**BOSTON TOW-BOAT COMPANY.**

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Lyra	4,417	G. V. Williams	Al. Sept. 17
Pittades I	3,753	F. G. Purrington	Oct. 7
Shawmut	9,000	E. V. Roberts	Oct. 14
Tremont	9,000	I. W. Garrick	Nov. 4
Hyder	3,753	Geo. Wright	.....

1. Cargo only.

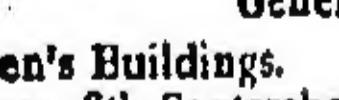
Steamer marked (\*) have no second-class  
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDSS.

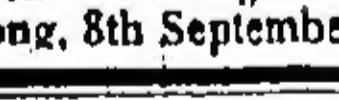
The twin-screw s.s. "Shawmut" and "Tremont"  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
arced in cold storage.

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DODWELL & CO., LIMITED,



General Agents.

Queen's Buildings.

Hongkong, 8th September, 1905. [8]

